

## OPPOSED TO RAILWAY POOLS.

## CHICAGO BOARD OF TRADE MEN SURPRISE THE SENATE COMMITTEE.

The Witnesses Object to Traffic Associations Because They Destroy Competition—Fresh Views on a Great Question.

Chicago, July 15.—The Senate Inter-State Commerce Committee resumed its work today. It began with hearing a special Committee of the Board of Trade. Secretary Stone read a report on questions submitted by the committee to the Board of Trade on the 10th inst. To the question, "Do Canadian lines of transportation in the United States affect the commercial interests of the United States favorably or unfavorably?" the reply was: "Probably as a whole they affect it favorably in so far as commerce is favorably affected by being open to it as many channels of trade as possible."

On what manner does it affect such interests? A.—First, by smashing pools and all traffic arrangements that have existed between such roads as the Michigan Southern and Michigan Central, and secondly, by the equalization of freights to points in New England when American lines charge exorbitant rates under the Inter-State Commerce law. The Grand Trunk of Canada was the pioneer in the dressed beef trade, which, before they encouraged it, was continually discouraged by American roads in the interest of their live stock trade and yard commissioners.

Q.—Is traffic originating in the United States, and which naturally belongs to American roads, diverted from them by Canadian roads? A.—It has not been evident in the case of perishable goods, but the Canadian roads have had a great influence in transferring steer-steers for the preservation of identity, and the weighing of grain in horse-pens, as required by law.

The Union Pacific has given notice of a restoration of the passenger rates from Denver to Chicago to the old basis (\$3.00). This is on the premise that the railroads, with the exception of the Lake Shore, have given up all their former rates, and the Union Pacific is the only one left. It is now giving up its rates to the American roads, and it is understood that the Chicago and Alton is willing to restore the west-bound rate on the same conditions restoring the right of the government of Belgium to take part in the work of setting the project on its feet they would subscribe the balance of the capital, and the railroads would subscribe the remainder to be used for the construction of the railroad. The committee is not acting in good faith. The committee's report is to believe that the passenger rate troubles will be amicably adjusted.

## NEW LONDON'S BIG STEEL BRIDGE.

## It Will Have the Largest Swing Draw-Away Bridge in the World.

New London, July 15.—Popular Governor ex-Governor Thomas M. Waller is at home and his associates fellow townsmen in season to see the big bridge over the Thames River, which he has much to do for New London, and open to the shipping of the world next month. New London is vastly different from his big bridge now.

The Canadian lines have won the larger share of this business from the West by such a liberal and equitable treatment of their patrons, and not by favoritism to one shippers over another, as is evidenced by Western regard for these lines by Western mer-

chants.

The Board of Trade report continues:

"We do not consider any additional legislation necessary to secure the enforcement of the Inter-State Commerce act and such laws as pertain to the bonded regulation of the United States ports, but over the greater portion of the country the railroads are not acting in good faith.

The committee also suggested additional legislation to make it unlawful for railway corporations to combine for the formation of traffic associations, or railway trusts of any description, believing they do violence to the public interest.

This statement appeared to come unexpectedly to the committee, and created a little sensation. They immediately referred the consideration of these associations, with a view to devolve the Board of Trade's duty of traffic associations and pools.

"This is indeed an important question," said George F. Clegg, and the attitude of the Board of Trade in this it is a surprise to me.

The committee of public opinion, both among railroad men and shippers, who are in favor of such associations and traffic agreements are the only solution of the present complication. We would like to ask whether the railroads are or are not in agreement with our views.

The committee evaded an immediate answer on the protest that they did not understand the meaning of the term "traffic associations."

Individual members of the committee were then examined on this and other points, and from each witness the strongest opposition to such associations was made.

For the weaker roads on the ground that it prevented free competition, Mr. George F. Clegg, Mr. O'Connor moved the motion.

A committee was appointed to prepare a constitution for the new league. The committee is composed of Mr. George F. Clegg, Thomas F. O'Connell, Justin McCarthy, Thomas Sexton, T. P. O'Connor, William O'Brien, Timothy Harrington, and T. P. Gill.

CLOSING THE SESSION.

The French Chamber Adjoins Without Saying Good-by to the Senate.

Paris, July 15.—The Chamber of Deputies met at 9 o'clock and passed the Amnesty bill. President Meline was read a decree closing the session. Fifteen minutes later the Senate resumed, when Vice-President Humbert, who was in the chair announced that the Chamber, having decided the close of the session without a vote, would meet again at 10 o'clock to-morrow or when thrown open. The status of the draw, of course, the most prominent feature of the work.

The draw weighs about 2,400,000 pounds, and has been raised so nicely as to admit of its being turned in either direction, and to make a complete revolution. This is a simple matter in itself. There is a draw, which extends across the bridge, which is being completed. It is 50 feet in length with a narrow way, which is 10 feet wide, and a draw, or when thrown open. The status of the draw, of course, the most prominent feature of the work.

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